

## HAWAIIAN GAZETTE

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CHARLES S. CRANE, Manager.

TUESDAY

MAY 22

## THE BURNHAM PLAN.

The Burnham plan for the rehabilitation of San Francisco has been adopted and the city will be rebuilt on artistic lines. At least, that is the news of yesterday. Daniel H. Burnham, the city-beautifier, to whose genius the plan owes its details, is the man who laid out the "White City" at Chicago. He is one of the four architects who devised the scheme of municipal adornment now being followed at Washington. In 1894 he was called to San Francisco to suggest a means of symmetry in future public improvements there and after studying the situation from his bungalow-eyrie on the Twin Peaks and on the ground itself, he devised a comprehensive plan which the earthquake and fire have finally put San Francisco in the way of fulfilling.

In an exhaustive article on Burnham and his work which appeared some time ago in the Springfield Republican, we find material for summarizing the Burnham proposals:

The nucleus of the Burnham plan is what he calls the "civic center." Washington's civic center is the capitol; San Francisco's is to be in the neighborhood of the new wrecked city hall. This is to be the hub of the town, from which great streets will radiate, with subcenters—subordinate hubs—in various parts of the city. The boulevard system of Paris is to be taken as a general model. A great encircling boulevard, giving access to all centers of the city without the necessity of passing through the congested districts, is the main feature of the plan. San Francisco is built on a peninsula, with water on three sides. It is planned to make the encircling boulevard a broad, dignified and continuous driveway, skirting the water's edge. Within this ring it is planned to have a number of smaller concentric rings, separated by boulevards. The smallest of these rings, inclosing the civic center—that part of the city which plays the most important part in civic life—is located at or near the geographical center. The shape of the rings necessarily must be so made as to conform to the shape of the city.

From the inner circuit boulevard diagonal arteries are to be run to every section of the city and to the surrounding country. They are to traverse in succession the diminishing circuit boulevards and finally reach the center or group of centers, thus forming continuous streets reaching from one side of the city to the other. Once the western section of the city has been built up, the only opening for further development beyond the present boundaries will be toward the south. As far as land communication goes there are only three routes to the southern country and the circulation of supplies from the city to the suburbs and country beyond.

It is intended to make the proposed Mission boulevard and its continuation, the Camino Real, the backbone of the system. It has been proposed to build it on dimensions corresponding to its future importance. The civic center is intended to be one of administration, education, amusement and of education of the finer order. With the subcenters the distribution of groups of buildings will be as follows: The civic center is to contain the city hall, court of justice, custom-house, appraisers' building, state building, government building and postoffice. Plans have been made for another group of buildings, public or private, of monumental character and of great civic interest relating to matters literary, musical, expository, professional, and religious. Some of these probably will be the library, opera house, concert hall, municipal theater, academy of art, technical and industrial school, museum of art, museum of natural history, academy of music, exhibition hall and assembly hall.

It has been planned that these buildings, placed in economic relation, shall face on the avenue forming the perimeter of distribution, and on the radial arteries within, particularly on public places formed by their intersections. The plans include extensive settings on all sides, contributing to public rest and recreation, and adapted to fetes, celebrations, etc. It has been considered that by being removed from the rush of business activity these buildings will gain in repose and strengthen the public's sensibility of the dignity and responsibility of citizenship. On the chief radial line to this place will be placed the union railway station, forming a vestibule to the heart of the city. It is intended that theaters and other places of amusement shall be grouped on some one large street near the center, with plenty of room for vehicles coming and going.

The water front and available level ground govern the location and growth of the working portion of a maritime city. The docks, wharves and freight-houses naturally group on the water front. The originators of the plan intend that the water front district shall be so arranged as to admit of indefinite expansion and connected with a complete system of warehouses—served on one hand by railroad tracks or canals and on the other by broad roadways. It is planned to have the warehouse system so schemed as to connect as directly as possible with the wholesale trade districts and the manufacturing quarter. The retail quarter is to follow within easy reach. This district follows in general, in its growth, the residential districts which it serves, limited by the steeper grades of the contours. Ten miles of water front possessed by San Francisco, it is declared by architects, will be inadequate to the needs of the future. Although there is nothing to check its expansion down the eastern bay shore, the value of the frontage decreases in ratio to the distance of its removal from the center of the city. It is therefore considered necessary to develop as much as possible of the water front extending from the ferries to Hunter's Point. A system of docks, inclosed by a sea wall, may be used to triple, or even quadruple, the extent of wharfage.

Where the outer boulevards follow the sea wall it will be necessary to connect it with that section of the city lying near it and inhabited by the middle classes. Where the streets from this section intersect the great boulevard, there probably will be piers for public recreation, a yacht and boat harbor, and vast bathing beaches, both inclosed and open air. The outer boulevard arrangements for this without interfering with provisions made for shipping.

Rapid underground transit and a traffic tunnel through Ashbury Heights are other features of the plan. It is proposed that the main diagonal arteries of the city shall be provided with underground transportation, and that underground loops shall be excavated under the centers. The plan includes the construction of at least two underground roads at right angles. Where steep grades and contour roadways extending around hills are encountered, it is suggested that the subway might be built as a gallery below the roadway, opening to the view, or the car line built on the slope slightly below the roadway. The financial center is to comprise banks, exchanges, insurance buildings and general office structures. It is planned to have it easily accessible from the wholesale and retail quarters and also from the administrative center. It may be a financial forum, from the center of which it may be practicable to exclude vehicles. In the form of a court or series of courts it probably will be fronted with the most frequented and important institutions. The new city has been so planned as to make it one of the easiest cities in the world to get around in.

The park systems, the adornment of the streets by the planting of trees, the uniform height of buildings on specified streets, the putting up of statues and works of art in public places, the prevention of smoke and the substitution of chains of park squares for unused back yards—all these things enter into the tentative plans that were made for the rebuilding of San Francisco before anybody realized that it would be necessary to rebuild it. It was planned to make the park chains beautiful examples of the art of the landscape gardener, where people might walk with comfort and where children could play free from danger of traffic. It has been suggested that cities like Colma, Ocean View and Radon, which probably will become borough centers, reserve large commons on which the civic buildings may face. There are many steep hills in San Francisco. In some places the streets were laid out at right angles with apparent disregard for the configuration of the landscape. In the Burnham plan it is suggested that each hill, or succession of hills, be circumscribed at its base with a circuit road. These circuits are to be repeated at various heights and connected by easy inclines. Places of interest are to be emphasized by terraces with approaches.

It has been recommended that an art commission be given charge of all matters especially pertaining to civic art. Such a commission would have supervision over electric and gas lamps, post boxes, fire alarm boxes, safety

## THE BYSTANDER



The Cop and the Scot.  
Paddy and the Parson.  
Harmony Without Hatchets.  
Business Would Boom.

That policeman who stopped a Scotchman in kilts and told him he could not appear before this fastidious public until he had put on trousers, ought to be chosen an honorary member of the W. C. T. U.—a body which filed a solemn protest against the bathing-suit pictures on the sporting page of the Advertiser. I also make bold to suggest other honors for this discriminating cop. A policeman's life is not a happy one and Needham's has not been precisely jocular since his adventure with the Hot Scot, so anything in the way of honors must have a refreshing sound to him. The least that can be done is to have the Nippon Secum Legals Society of Stevedores, that stood around the wharf in nether bareness while Needham read the moral law to the Scot With the Freckled Knees, pass resolutions of gratitude and respect. The cop might have arrested every mother's son of them for leaving their kilts off altogether, but he passed them by to visit the terrors of the law upon an out-at-the-knees highlander who was old enough to be his grandire twice. Then the untutored Society of Diving Boys, whose charter members were clambering about the wharf during the time ought to chip in for Needham and if that isn't enough a collection for him could be taken up along the bathing beaches. Whenever a policeman of the Needham type turns up, something should be done to commemorate him besides the eventual tribute of keeping his grave painted green as a gentle reminder of his life's color scheme.

Mr. Paddy Ryan, middle-weight champion of Alakaa street, bar none, has given his deft to Parson Edwards, the Missouri stein-smasher. The Parson has not replied to the challenge, the terms of which are, as I interpret them, that he shall meet Paddy somewhere after dark and call him a liar to his face. Then Paddy will do the rest if he can, Marquis of Billingsgate rules with permission to bite in the clinches. The affair is exciting great interest in athletic circles and among Missourians, whom Paddy has posted as bandits, train-robbers and incendiaries and generally warned off the grass. There is a general feeling on lower Alakaa street, makai of the trolley-wire, that Paddy can lick the Parson with his tongue tied behind him but that he is going to have a bad seance with the other Missourians.

About the best political suggestion I have heard is one to forestall a Civic Federation ticket by naming men on the Republican ticket whom the reformers will support. The only reason for a Civic Federation in politics is the propensity to run grafters for office. If this practice can be subdued by the regular party men, I haven't a doubt that the Civic Feds will turn from politics to park improvement, and from that time on, so long as clean politics hold sway, will roar as gently as the sucking dove. Perhaps that quotation isn't just correct but never mind.

I sometimes wonder why a big, responsible corporation does not go into the housebuilding business here—a concern embracing one or two lumber companies, one or two bankers, an attorney and two or three of the legitimate construction men. We have one business concern that advances money on the land of one particular tract for building purposes. That is good so far as it goes; but what I want to see is a corporation to whom a man may go to get a house built anywhere, with the assurance that it will be honestly built, honestly painted and that when the house is done and paid for, no mechanics' liens will show their unwelcome faces at the cash window. I don't include the idea of borrowing money to build; I simply appeal for a strong corporation of builders the personnel of which will command as much public confidence as that of a bank or trust company.

Building is a lottery now, but it ought not to be. Some of our builders are square and quite a number are not. Those who are not are apt to escape a bad reputation because their victims don't like to squeal. How, then, is the uninitiated man going to decide the question of responsibility? Bonds? Huh! A dishonest builder will get you to make some little change in the plan and that frees the bondsman without your knowing it and leaves the builder at liberty to do as he pleases. And he is apt then to please to do you. Furthermore where is your protection from a mechanics' lien? Once I built a house up Nuuanu which turned up with a lien on it for lumber which my contractor, whom I had paid in full, put into another house. Another contractor who is somewhat famous for jerry-built structures, worked off a lot of old, weather-beaten timber in the upper frame. You can see it by going up garet. Sue him? Why, he is as judgment-proof as a man who has just gone through bankruptcy. What's the use?

I can tell you one thing—a housebuilding corporation headed by a man like P. C. Jones and containing a directorate of his choice would keep as busy as a hive of bees here the year round.

## HONOLULU PROMOTION WORK

(Continued from Page 1.)

about four and a half or five million dollars a year.

While not all the money realized from tourist travel can be traced directly to the work of the "Promotion Committee," yet it is very plain that Hawaii thinks the committee has contributed very largely to the success which has been achieved. Plans for an even more general and energetic campaign are being laid, and the optimistic expression about tourist travel's yielding the enormous sum of four and a half or five million dollars a year springs from the committee itself, showing the large faith which it has in the efficacy of its methods—a faith which appears to be well justified by past efforts and attainments.

Probably these islands can never hope to secure the same share of tourist travel as the Paradise of the Pacific. The latter's proximity to the United States with the unusual travel facilities such proximity affords, confers upon Honolulu an advantage which these islands can never possess. Nevertheless, it is assured that a comparatively rich harvest awaits upon our efforts and we could confidently reckon upon obtaining a fair percentage of such profits as have been so successfully canvassed for in Honolulu.

With such an example before us it would seem to be time to be up and doing.

Those upon whom the burden and obligation chiefly fall are the merchants, represented by the chamber of commerce, as they are the ones who will reap most of the harvest.

Their task hardly needs pointing out. It lies first in preparing the ground by taking steps to hurry the completion of the hotel planned for the Lanika and in securing improvement in our means of transportation, next in advertising, and first, last and all the time in showing a kindly interest and concern for the traveling stranger within our gates.

If the experience of Hawaii demonstrates one thing above any other it is that promotion pays.

stations, street name plates, electric signs (none with intermittent lights to be tolerated), shop fronts and signs and billboards.

## LOCAL BREVITIES.

(From Sunday's Advertiser)

J. F. Hackfeld returned from the big island yesterday.

Miss Ivy Richardson, a society leader of Hilo arrived in Honolulu yesterday.

Z. K. Myers, secretary of the Hawaiian Trust Co., came back from Hawaii yesterday.

Superintendent Carr of the railway mail service, returned from Hilo on the Kinuau yesterday.

Mrs. J. M. Ross, wife of the manager of Hakalau Plantation, accompanied her husband to Honolulu.

A. Ritchey who is interested in the Koa lumber enterprise on Hawaii returned from Hilo yesterday.

A. Haneberg, auditor of the Hackfeld stores throughout the Territory, returned from Hawaii yesterday.

Rev. C. W. Hill, in charge of the work of the Hawaiian Board on Hawaii, arrived from Hilo yesterday.

F. J. Cross manager of the wireless service returned from a tour of inspection of the Hawaii lines yesterday.

Col. Sam. Parker, Sam Parker Jr., Captain John Ross and Col. Iaukea arrived from Mana on the Kinuau yesterday.

A. W. Carter, who has been inspecting the Parker Ranch at Waimea, was an arriving passenger on the Kinuau yesterday.

H. M. W. Mist, auditor for Theo. H. Davies and Co., returned yesterday from a tour of Hawaii made in the interest of his firm.

The infant daughter of Mr. and Mrs. Fred Beckley of Pukou, Molokai, died yesterday at the Nakuina residence at Kailua and was buried in Nuuanu cemetery in the afternoon.

Genial John T. Moir, manager of Onomea Plantation, chairman of the Board of Supervisors of Hawaii County and a lover of the music of the pipes of Scotland is a guest at the Young.

Hawallian Commercial &amp; Sugar Co.'s mill at Puunene week before last ground 14,000 tons of cane, making 2199 tons of sugar, which is an average of 250 tons of sugar a day and makes the world's best record.

Rev. W. H. Fenton-Smith, of Kohala, who will have charge of St. James' mission in Hilo, arrived on the Kinuau yesterday to complete the negotiations for the lot on which a new church will be built.

One hundred and fifty acres of growing cane were burned at Walupia Plantation, this island, on Friday. The cane is said to have caught fire from embers of burning trash. The cane will not, however, be a total loss.

Hiroshima, a Japanese laborer, was killed on Honolulu plantation Thursday by falling under a train while the crew was making a flying-switch. Deputy Sheriff Fernandez held a coroner's inquest and a verdict of accidental death was returned.

J. Frank Woods, ranchman of Kohala and one of the most popular members of the Board of Supervisors of Hawaii County, arrived from Kohala yesterday. Mr. Wood has been suffering from a bad cold recently and comes here for relaxation and in search of health.

There was a large number of plantation managers from Hawaii and Maui arrived in the Kinuau. Managers from Kaula will come in this morning, and the Monday trains will bring the Oahu managers. This assembling of planters is to hear Dr. Cobb's lecture on plant diseases tomorrow.

George Lyeurgus, manager of the Volcano House, arrived from Hawaii yesterday. He says there has not been the faintest sign of a vibration of the earth on that island for months and then nothing to cause a moment's thought. Tourist travel is not large just now but he expects an increase within a few months.

News comes from Hilo that the Hawaii Herald will have new and larger quarters on June 1. George Lyeurgus, who owns a desirable place on Waiuanue street, adjoining Hotel Demos-thenes, has constructed fine quarters for the paper. It is in the center of the business district and convenient to the various sources of news.

R. T. Guard of Hilo was a passenger on the Kinuau arriving yesterday morning. Mr. Guard has a quantity of Koa lumber stored at Hilo for the reason that transportation to the Coast was made practically prohibitive by the high rates of freight charged by the Matson line. An arrangement has been made now that will be beneficial to Mr. Guard in the matter of rates.

(From Monday's Advertiser)

C. Rahndol has left the Kahului store to take a position with C. B. Hofgaard &amp; Co., Waimea, Kauai.

James C. Foss, whose studies at Stanford were interrupted by the earthquake, has taken the position of assistant to Hugh Howell, Maui county engineer, until the University resumes operations.

The lecture by Dr. Cobb at the experiment station yesterday was listened to with great interest by the plantation managers who were present.

A strong petition has been sent to Superintendent Holloway from Hilo for the extension of Richardson street from Volcano to Pitman street. Most of the land to pass through is government property.

Sam K. Pua, Hawaii county clerk, has been interpreting at the Kailua court term, he having gone to Kailua for his health. According to the Hawaii Herald, Sam is incidentally doing Democratic-Home Rule politics.

At a meeting of the Hilo Board of Trade the president, John A. Scott, vigorously opposed the project of erecting the masonic temple at the corner of Waiuanue and Bridge streets. He thought the whole block should be reserved for the Federal building.

Ben H. Brown, guardian of the estate of Mrs. Kanewaihu, on appearing before Judge Parsons at Hilo to show cause why he should not make an account, pleaded the loss of some vouchers and the hearing was continued. A son of the woman demands an accounting for about \$1000.

A Chinese laborer on Wailuku plantation, while working in the cane, was severely injured by a flying stone from a blast set off by a Japanese in a neighboring taro patch. The Japanese sent for a doctor, is paying all the injured man's expenses and has offered to pay his wages while he is laid up.

John A. Scott has transferred his assumed liability for Mowea Park, Hilo, since the county took over the debt, to the fund started by Miss

## BUSINESS CARDS.

S. A. SCHAEFER &amp; CO.—Importers and Commission Merchants, Honolulu, Hawaiian Islands.

LEWERS &amp; COOKE.—(Robert Lewers, T. J. Lowrey, C. M. Cooke.)—Importers and dealers in lumber and building materials. Office, 414 Fort St.

HONOLULU IRON WORKS CO.—Manufacturers of every description made to order.

## HONOLULU STOCK EXCHANGE.

Honolulu, May 21, 1906.

NAME OF STOCK	Capital	Paid Up	Val.	Bid.	Ask.
<b>MERCANTILE.</b>					
C. HANSEN & CO.	\$1,000,000	\$100		400	
<b>SUGAR.</b>					
Iwa	5,000,000	20	23 1/2		
Haw. Agricultural	1,200,000	100			
Haw. Com. & Sugar Co.	2,512,736	100	80		
Hawaiian Sugar Co.	2,000,000	20	81		
Honolulu	750,000	100	135		
Honolulu	2,000,000	20	95 1/2		
Honolulu	500,000	100	136		
Hoku	500,000	20	35		
Phil. Plan. Co. Ltd.	2,500,000	50	75 1/2		
Hipahulu	150,000	100	27 1/2		
Hoku	500,000	100	135		
McBryde Sugar Co. Ltd.	2,500,000	20	5 1/2		
Oahu Sugar Co.	3,500,000	100	90		
Oahu	1,000,000	20	25		
Oahu	500,000	20	5		
Oahu Sugar Co. Ltd.	5,000,000	20	25 1/2		
Olowalu	150,000	100	20		
Pasausau Sugar Co.	1,000,000	100	135 1/2		
Pasausau	500,000	100	200		
Pasausau	750,000	100	175		
Pasausau	750,000	100	160		
Pasausau	2,750,000	100	135		
Wailuku Agri. Co.	4,500,000	100	57 1/2		
Wailuku	700,000	100	100		
Wailuku Sugar Co.	105,000	100	100		
Waimanalo	222,000	100	150		
Waimanalo Sugar Mill	125,000	100	60		
<b>MISCELLANEOUS.</b>					
Inter-Island S. & C.	1,500,000	100	122 1/2		
Haw. Electric Co.	500,000	100	110		
H. R. T. & L. Co., Ltd.	1,150,000	100	55		
H. R. T. & L. Co., Ltd.	1,150,000	100	62 1/2		
Mutual Tel. Co.	150,000	10	9		
O. K. & L. Co.	4,000,000	100	90		
Hilo R. E. Co.	1,000,000	20	30		
Honolulu Brewing & Malting Co. Ltd.	400,000	20	24 1/2		
<b>BONDS.</b>					
Paw. Ter. 1 p. c. (Fire)					
Claim	315,000				
Paw. Ter. 4 p. c. (Fire)					
funding 1895	800,000				
Paw. Ter. 4 1/2 p. c.	1,000,000				
Paw. Ter. 4 1/2 p. c.	1,250,000				
Haw. Gov't. 5 p. c.	200,000				
Cal. Gov't. 5 p. c. Ref.	1,000,000				
Co. 6 p. c.	800,000				
Hoku 6 p. c.	800,000		102		103
Haw. Com. & Sugar Co. 6 p. c.	1,677,000				
Paw. Sugar 6 p. c.	1,000,000				
Hilo R. E. Co. 6 p. c.	1,000,000		75		
H. R. T. & L. Co. 6 p. c.	708,000		104		107 1/2
Kadukun 6 p. c.	200,000		100		
O. K. & L. Co. 6 p. c.	2,000,000		102		
Oahu Sugar Co. 6 p. c.	750,000				
Oahu Sugar Co. 6 p. c.	1,250,000				
Pala 6 p. c.	450,000		102		
Pioneer Mill Co. 6 p. c.	1,250,000		104		
Wailuku Agri. Co. 6 p. c.	1,000,000		95		
McBryde Sugar Co. 6 p. c.	2,000,000		100		

\*23.1275 paid (81 S. 60). 135 per cent paid.

## SESSION SALES.

(Morning Session.)

5 Honokaa, 10; 325 Oahu, 275.

## SALES BETWEEN BOARDS.

80 Haw. C. &amp; S. Co., 80.

## METEOROLOGICAL RECORD.

Issued Every Sunday Morning by the  
Local Office, U. S. Weather Bureau.

Day	May	MEAN	MAX	MIN	WIND	RELATIVE HUMIDITY	AVERAGE CLOUDINESS	WIND DIRECTION	AV. VAL.
S	18	80-12	79	72	-02	70	5	NE	15
M	19	80-12	79	72	-02	70	5	NE	15
T	20	80-12	79	72	-02	70	5	NE	15
W	21	80-12	79	72	-02	70	5	NE	15
T	22	80-12	79	72	-02	70	5	NE	15
F	23	80-12	79	72	-02	70	5	NE	15
S	24	80-12	79	72	-02	70	5	NE	15

Note:—Barometer readings are corrected for temperature, instrumental errors, and local gravity, and reduced to sea level. Average cloudiness stated in scale from 0 to 10. Direction of wind is prevailing direction during 24 hours ending at 8 p. m. Velocity of wind is average velocity in miles per hour.

T. F. DRAKE, Acting Section Director.

## TIDES, SUN AND MOON.

Days	May	High Tide Large	High Tide Small.	Low Tide Large.	Low Tide Small.	Sun rises	Sun sets	Moon rises	Moon sets
M	21	5:18	1:8	2:15	8:10	5:27	5:20	6:24	4:32
T	22	5:44	1:8	2:45	8:40	5:29	5:29	6:30	5:19
W	23	6:15	1:9	3:16	9:03	5:38	5:19	6:35	6:05
T	24	6:48	1:9	3:46	9:30	5:46	5:19	6:35	6:05
F	25	5:25	1:9	4:25	10:00	5:48	5:36	6:36	6:06
S	26	6:02	1:8	5:06	10:33	5:40	5:18	6:36	6:06
S	27	6:48	1:8	5:67	11:10	5:31	5:18	6:36	6:06

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New moon May 22 at 5:29 p. m.

\*Times of the Low are taken from the United States Coast and Geodetic Survey tables.

The tides at Kahului and Hilo occur about one hour earlier than at Honolulu.

Hawaiian standard time is 10 hours 30 minutes slower than Greenwich time, being that of the meridian of 150 degrees thirty minutes. The time which the blows at 1:30 p. m., which is the same as Greenwich, 0 hours 0 minutes. Sun and moon are for local time and the whole group.